

# ANZIP AUSTRALIA NEW ZEALAND INFRASTRUCTURE PIPELINE

The Australia & New Zealand Infrastructure Pipeline (ANZIP) provides a forward view of public infrastructure activity across Australia and New Zealand, providing certainty of the forward work programme to investors, constructors, governments and other agencies. ANZIP informs industry of where and what infrastructure opportunities are available, and when they come to market by tracking greenfield and brownfield transactions from when they are proposed, until they reach contractual and financial close.

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## STATUS DEFINITIONS

### Prospective pipeline

Greenfield (construction) or brownfield (government asset divestment) projects needed or likely to occur within the next five years, but is not formally proposed by a state, territory or major local government.

### Credibly Proposed

The project or divestment is supported by a state, territory or major local government, is subject to studies or other processes (such as pre-feasibility or scoping studies or business case development), and is likely to proceed to formal announcement

### Announced

The project has a firm commitment and timeline from a state, territory or major local government, but has not yet entered the market.

### Under procurement

The project or transaction is under procurement (such as a call for Expressions of Interest, requests for tender, or another offer to the market).

### Preferred bidder announced

A preferred bidder has been selected and is in exclusive negotiations.

### Recently closed

Projects that have progressed to contractual close remain on ANZIP for 12 months.

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## F6 CORRIDOR - STAGE 1- EXTENSION PROJECT

**PROJECT PIPELINE STATUS**



**STATUS:** Announced

**VALUE:** \$2.4bn AUD

**SECTOR:** Road

**JURISDICTION:** NSW

**PROCUREMENT APPROACH:** Possible PPP, Unknown

**TYPE:** Greenfield

The F6 is a missing link in the Cumberland Motorway Scheme between the M1 Princes Motorway at Loftus and the Sydney Motorway Network.

It currently does not have an effective link to Sydney's broader motorway system from north to south.

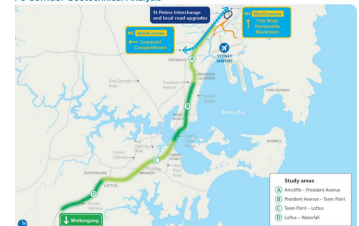
The F6 Corridor was identified as a priority project in the NSW Long Term Transport Master Plan, 2012 and the State Infrastructure Strategy Update, 2014.

Infrastructure Australia lists the project as a Priority Initiative in its Infrastructure Priority List with a medium term delivery timescale (5-10 years).

The NSW Roads and Maritime Services (RMS), after carrying out geotechnical analysis in 2016 and 2017, confirmed to proceed with the planning and project development of Stage 1 of the F6 road corridor in Southern Sydney. In January 2018, RMS submitted a State Significant Infrastructure (SSI) Application to the Department of Planning and Environment (DP&E) to identify topics that must be assessed in an Environmental Impact Statement (EIS) for the project.

The circa \$2.4 billion F6 Extension Stage 1 includes:

- twin four kilometre tunnels linking the New M5 Motorway at Arncliffe to President Avenue at Kogarah ramps between the main motorway tunnel and the surface intersection at President Avenue
- tunnel stubs for a future connection south to extend the F6 Extension
- a new intersection at President Avenue including the widening and raising of President Avenue at this location
- the upgrade of President Avenue/Princes Highway intersection to improve capacity and network integration
- shared cycle and pedestrian pathways connecting Bestic Street, Brighton-Le-Sands to Civic Avenue, Kogarah including a new bridge over President Avenue
- motorway support infrastructure including tunnel ventilation systems and a motorway control centre, and
- new service utilities including a permanent power supply line.



### RELATED RESOURCES

[Project website](#)

[Project Overview November 2018](#)

[Project Overview June 2018](#)

[Final Business Case Summary](#)

[Environmental Impact Statement](#)

[IA Infrastructure Priority List](#)

[INSW Pipeline of Projects](#)

[NSW State Infrastructure Strategy](#)

[NSW Future Transport Strategy 2056](#)

[WestConnex Updated Strategic Business Case - November 2015](#)

[Fact Sheet - November 2017](#)

[Fact Sheet - May 2017](#)

[Fact Sheet - June 2016](#)

[State Significant Infrastructure Application](#)

[Media release - 12/06/2018](#)

[Pre-registrations of Interest tender website](#)

Once complete, a toll of \$1.77 each way (in 2017 dollars) will be charged to motorists using the road-tunnels.

Stage 1 (Arncliffe - President Avenue) is the first of the four study areas of the F6 corridor geotechnical analysis that proceeds to planning and development. Initially, the remaining three study areas for geotechnical analysis were:

- President Avenue - Tarren Point;
- Tarren Point - Loftus; and
- Loftus - Waterfall.

The Final Business Case Summary, also released in June, found that the benefit cost ratio (BCR) of Stage 1 was between 1.31 and 1.56. The Business Case states a delivery strategy will be recommended after further consideration of market capacity and interfaces with the new M5 (part of Westconnex), subsequent stages of the F6 extension and the wider motorway system.

In October 2018, the project was issued with an Environmental Planning and Assessment Amendment Order to declare it eligible to be assessed as SSI. The Order is required to proceed through the SSI application process before a final decision is made. As part of the SSI process, the EIS was released for public consultation in November 2018. Submissions on the EIS are due by 14 December 2018.

In February 2019, the NSW Government invited industry to pre-register for the F6 Extension Stage 1 tenders. Pre-registration for the project covers the design, and construction, and operation and maintenance of Stage 1 and is due by 28 February 2019.

The NSW Government expects to commence procurement in Q2 2019, with contract award flagged for Q3 2020. Construction would commence in late 2020.

The F6 Extension Stage 1 was also identified in the Future Transport Strategy 2056, as a committed transport initiative for New South Wales for the next 10 years.

The 2017-18 NSW Budget allocated \$15 million towards planning works and also announced \$1.1 billion of the Restart NSW fund is reserved for Western Harbour Tunnel and the F6 extension projects.

In addition to the \$15 million provided in 2017-18 Budget, the Government committed a further \$35 million in October 2017 to support the development and planning of the corridor.

The NSW Government has committed to fully fund the project, with the 2018-19 NSW Budget providing \$1.2 billion over the forward estimates to the project.

The 2019-20 NSW Budget allocated \$74 million in FY2019-20 to continue planning and pre-construction works for the project.

#### **Gateway to the South connection**

The F6 corridor would also provide for possible connections to Westconnex through the "Gateway to the South" which was included in the 2014 State Infrastructure Strategy and the Updated Strategic Business Case for WestConnex (2015). There is currently \$300 million allocated to Gateway to the South.

The Updated Strategic Business Case for WestConnex noted three components for "Gateway to the South":

- short and medium term pinch point investments on the A1, A3 and A6 corridors, including bus priority infrastructure. This investment will provide improved traffic flow for future connections to the M1 (F6) preserved corridor;
- business case development of a Southern Connector, connecting directly into WestConnex and heading south towards Monterey; and
- scoping studies for larger scale investment options on the A6 and M1 (previously known as the F6) corridors.

The New M5 (Stage 2 of WestConnex) has been designed with provisions for a connection for a possible

Southern Connector.

Last reviewed: 01/07/2019

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